



## Status Summary

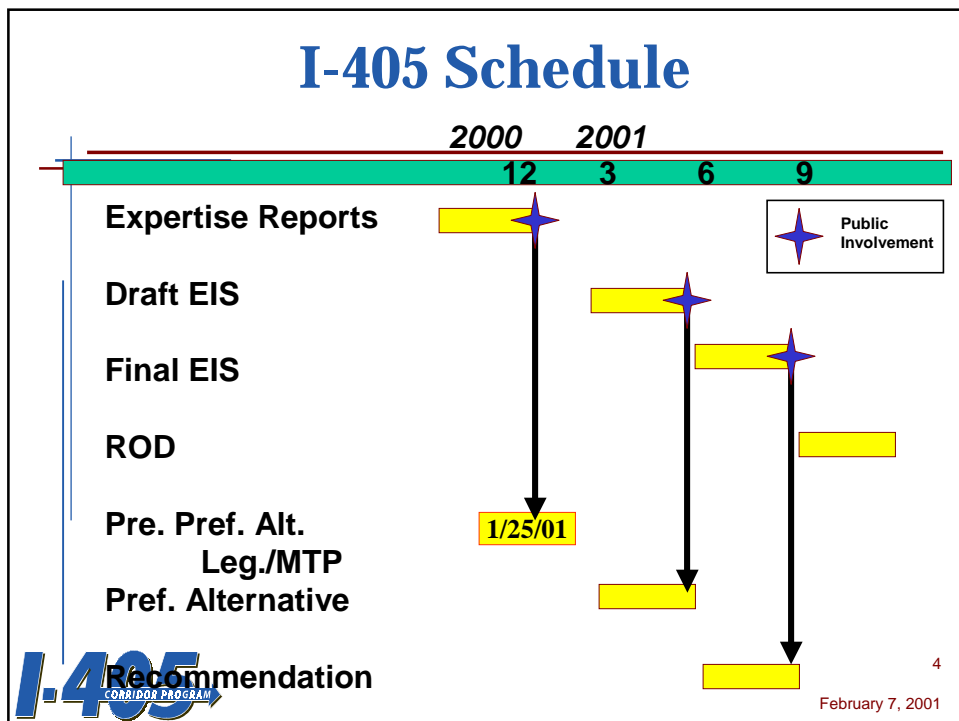
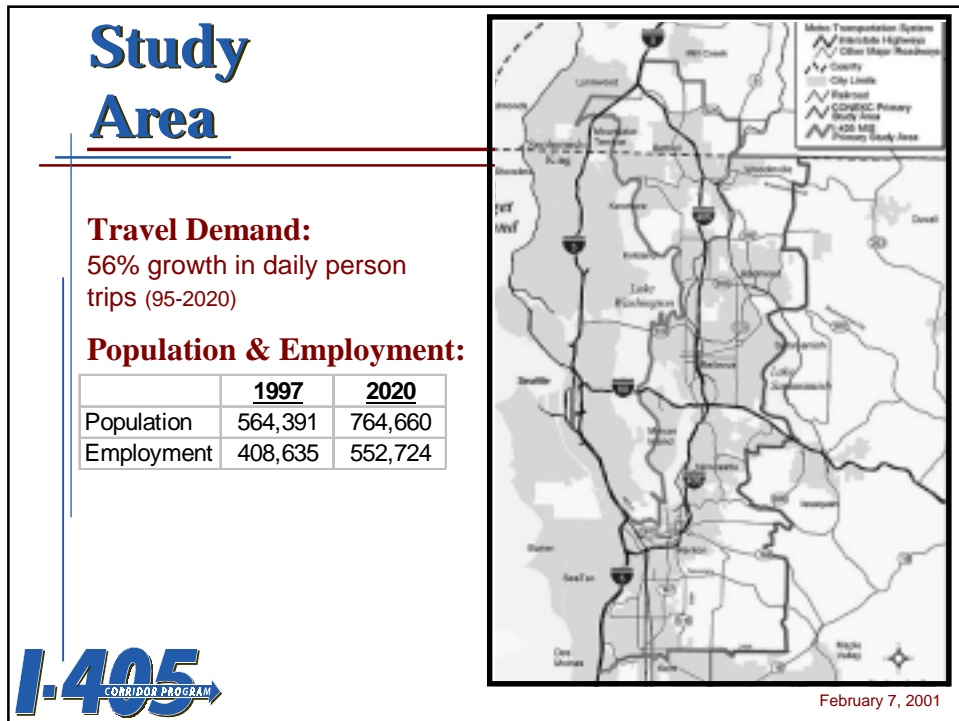
- Organization has been established in Summer 99
- Background Studies are complete
- EIS Alternatives Defined
- EIS Started: DEIS Distributic Spring 2001
- Recommendation Process Started

The Decision-Making Process in the I-405 Corridor Program



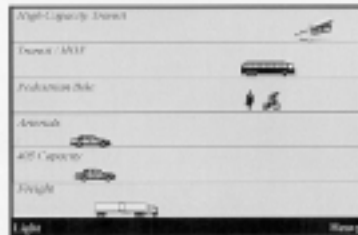
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## Alternative 1: High Capacity Transit / TDM

### I-405 CORRIDOR PROGRAM



**Alternative 1:** Provides a high capacity system bolstered by feeder buses and expanded travel demand strategies.

#### System Features

- HCT connecting urban centers
- Feeder bus / double transit service
- Arterial HOV/priorities
- Additional park and ride / additional transit centers
- Corridor wide pedestrian and bicycle improvements
- Expanded TDM implementation
- Corridor ITS Improvements
- Basic I-405 Improvements
- Non-motorized connections to HCT



## Alternative 2: Transit

### I-405 CORRIDOR PROGRAM



**Alternative 2:** Provides a high capacity system bolstered by feeder buses and one general purpose lane each direction on I-405.

#### System Features

- HCT connecting urban centers
- Feeder bus / double transit service
- Arterial HOV improvements & direct access
- Additional park and ride / additional transit centers
- Freight enhancements
- Incentives Based TDM
- Corridor ITS Improvements
- Additional lane each direction on 405
- Non-motorized connections to HCT



## Alternative 3: Mixed Mode

### I-405 CORRIDOR PROGRAM



**Alternative 3:** Provides a mixed mode approach to corridor needs. Transit and general capacity are balanced.

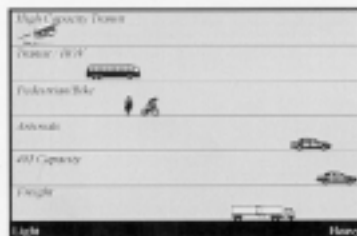
#### System Features

- At least 2 new lanes each direction on I-405
- Collector Distributor lanes
- Lower Cost HCT
- Regional arterial enhancements w/ agency approval
- Expanded TDM improvements
- Corridor ITS improvements
- Double transit service
- Direct access, P&Rs and transit centers



## Alternative 4: Roadway

### I-405 CORRIDOR PROGRAM



**Alternative 4:** Creates a system centered around automobile trips with expanded transit service.

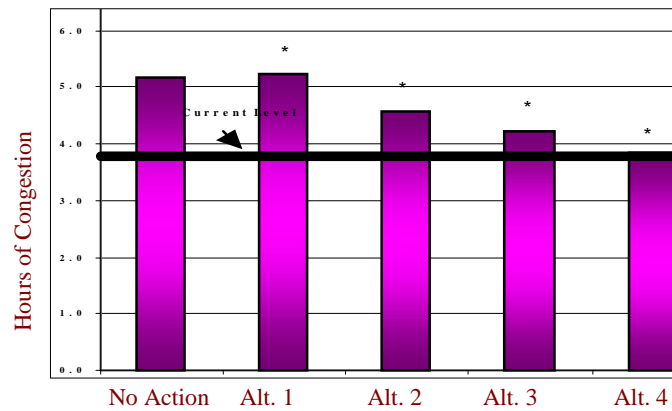
#### System Features

- One general purpose lane on I-405
- Two new express lanes on I-405
- Collector distributor lanes on I-405
- 50% transit expansion w. direct access ramps
- Arterial widening (agency defined)
- Moderate TDM
- Widen SR-167
- Non-motorized improvements
- Corridor ITS improvements



## All Study Area Facilities Average Hours of Congestion

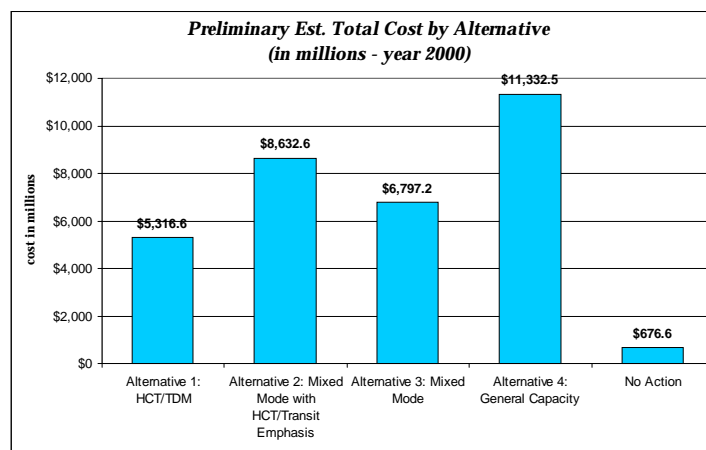
TDM Strategies are not included and may further reduce hours of congestion



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## Preliminary Alternative Costs



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## Overview PPA Recommendations

### Core Alternative Preference: Alternative #3 – Mixed Mode

- Basic TDM package, non-motorized elements and corridor freight enhancements.
- Bus Rapid Transit (BRT) in the I-405 corridor. Also expanded transit service (up to 100%); HOV direct access, arterial bus priority treatments, transit stations and Park & Rides in the corridor,
- Adding 2 general-purpose lanes each direction on I-405 with basic improvements and connecting capacity.
- SR 167/I-405 interchange improvements, the addition of up to two general purpose lanes on SR 167, and arterial improvements.



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## Overview of PPA Recommendations

- Explore HOT Lane option
- Explore high capacity transit (HCT) options for cross-lake (SR 520/I-90 Corridor).
- Preserve future HCT opportunities by securing use of the BNSF right-of-way.



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## Web Site Address

- [www.wsdot.wa.gov/I-405](http://www.wsdot.wa.gov/I-405)



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